vehicles due also to poor road conditions are the main causes of the increase in air pollution in Delhi.

(b) and (c) Steps taken to prevent and control pollution in Delhi and the details thereof include;

(i) Regulation of wastewater generation, treatment and disposal under the Water (Prevention and Control of Pollution) Act; 1974;

(ii) Launching of the Yamuna Action Plan for restoration of river water quality of Yamuna;

(iii) Standards for control of vehicular emission laid down for enforcement through State Transport Authorities;

(iv) Implementation of Standards for new vehicles at manufacturing stage and reduction of Tetra-ethyl lead in petrol to 0.15 gm/ litre in metropolitan cities including Delhi;

(v) Enforcement of industrial gaseous emission Standards under the Air (Prevention and Control of Pollution) Act, 1981; and

(vi) Formulation of Mass emission standards for vehicles (both for petrol and diesel driven) to be met by vehicle manufacturers in a phased manner from 01.01.1995 and 01.01.2000.

In addition to these ongoing efforts, a high power committee has been recently constituted to identify possible measures which can reduce pollution in Delhi.

Damaging Effects of the use of High Ash content Coal

7654. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether his Ministry has made any assessment about the damaging effect being caused due to the use of high ash content coal in the power sector in the country;

(b) whether he is also aware of some research studies about this aspect; and

(c) if so, what efforts his Ministry is making to tackle this problem?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b) Yes Sir. The ash content in coal not only reduces calorific value of coal but also causes air & water pollution. The toxic heavy metals present in the ash finds their way into the environment. Several research organisations, are engaged in studying impact of fly ash emissions on flora & fauna and its effects on disposal on land.

(c) State Governments have been requested to fomulate Perspective Action Plan for fly ash utilisation in order to enhance its utilisation from 3% to 50% by the turn of the century and for which the following incentives have been provided—

(i) Excise Duty exemption for bricks and all other building products using 25% or more fly ash as raw material.

(ii) Custom Duty exemption on 'Import of Critical Machinery and Equipment'.

(iii) Free availability of fly ash to the enterpreneurs.